

AGN. NO. _____

MOTION BY SUPERVISOR DON KNABE

August 26, 2003

The documentation regarding Mayor Hahn's Enhanced Safety and Security Alternative for the Los Angeles International Airport Revised Master Plan (Alternative D) were released in early July 2003. Mayor Hahn's Alternative D focuses on safety and security enhancements as opposed to the more extensive airport facility expansions that had been favored by the prior city administration. Alternative D indicates that it is designed to accommodate a passenger activity level of 78.9 million annual passengers by reducing the number of existing gates and by foregoing the creation of the new terminal facilities and runway extensions that had previously been considered.

The County of Los Angeles is in the process of reviewing the LAX Master Plan materials to get a better understanding of just how the Mayor intends to assure the region that the 78.9 MAP capacity will not be exceeded once Alternative D is implemented.

In May of this year our County Counsel provided us with their opinion that the City and Los Angeles World Airports could legally place deed restrictions on the LAX property restricting the future development of the airport in order to benefit properties

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owned by other nearby public entities or private parties. I believe limiting development is a way to keep a passenger cap in place.

We encourage Mayor Hahn and LAWA to follow through on efforts to limit LAX growth to a manageable level to the greatest extent possible through a commitment to place deed restrictions on certain portions of the LAX property until 2020 to prevent those portions from being used to expand facilities to serve passenger volumes beyond the intended 78.9 MAP level.

Specifically, it would be appropriate for LAWA and the City of commit that the portion of LAX generally located on the west side of the airport easterly of Pershing Drive between the north and south pairs of runways and westerly of the proposed Redeveloped Central Terminal Area (Area 1); and the portion generally located on the northeast corner quadrant of the LAX property and currently used for parking lot and rental car purposes depicted as the site of the proposed Consolidated Rental Car Facility (Area 2) would be deed restricted through 2020.

The deed restrictions should provide that those two areas will not be developed with airport passenger terminal, airport runways, or other improvements intended to increase airport passenger capacities beyond Mayor Hahn's stated 78.9 MAP activity target levels.

Such a firm commitment may be crucial in obtaining the support of Mayor Hahn's Alternative D from at least some of the significant interested agencies and groups who will so directly be affected by the development at LAX.

I, THEREFORE, MOVE that we send a five signature letter to Mayor Hahn, LAWA and the Los Angeles City Council requesting that a firm commitment be made to

place a deed restriction on Areas 1 and 2, as described above, until the year 2020 to prohibit the development of those areas with passenger terminal, airport runway, or other improvements intended to increase airport passenger capacities beyond the stated 78.9 MAP target levels contained in Mayor Hahn's Enhanced Safety and Security Alternative.

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